

National Rest Area Conference 2014

Asheville , North Carolina

History of Rest Areas

Rest areas have been a part of our highway system since 1919.

With the building of the interstate system in the 1950's rest area design was relatively standardized.

History of Rest Areas

- Many were built early in the interstate program and typically provided about 35 diagonal parking spaces for cars and 12 parallel spaces for commercial motor vehicles.
- 30 years ago a typical commercial motor vehicle was 35 feet in length.
- Rest areas were spaced about every 50 miles or 1 hours driving time apart

Studies and stats

- 60% of surveyed drivers admitted to driving drowsy.
- 2AM-6AM and 2PM-4PM are the times that non-braking single vehicle accidents occur.
- Driver fatigue accidents multiply by 6 from 12AM to 6AM.
- Driver fatigue collisions decreased substantially from rest areas to a point 30 miles down the road.
- According to a CALTRANS 2009 report

Studies and stats

- A 1997 NY state study found that 80% of CMV drivers stated limited and timed parking were reasons for not using rest areas.
- A 2002 study contained in the CALTRANS study found that drivers preferred rest areas that provided food, fuel, showers and phones.
- Although there are incidents of criminal activity at rest areas nationwide...there are no databases available to show the rate or type of crime being committed.

Studies and stats

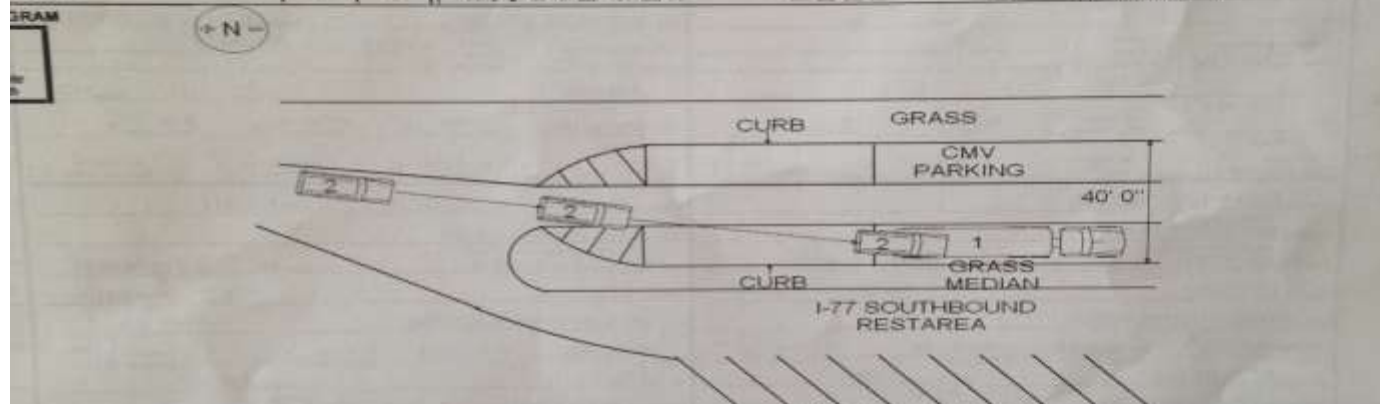
- Most crimes nationally involve drug sales, prostitution, strong arm robbery, panhandling and voyeurism have been reported. However serious crimes such as rape, robbery involving a weapon, and murder have also been committed. The isolation and easy escape makes rest areas a prime location.

Accidents

- Most accidents that occur involve CMV's parking or leaving a parked position.
- I-77 Southbound rest area in Iredell County N.C.

2	STATISTICAL ANALYSIS AND SUBSEQUENT HIGHWAY SAFETY PROGRAMMING. DETERMINATIONS OF "FAULT" ARE THE RESPONSIBILITY OF INSURERS OR OF THE STATE'S COURTS.				104057240	
No. of Units Involved 05/12/2014	Form 1 of 2 IREDELL	<input checked="" type="checkbox"/> Supplemental Report 07:46 (24 Hour Clock)	<input type="checkbox"/> Non-Reportable	Local Unit/Patrol Area 140512014FA/03	Date Received by DMV 06/04/2014	
Date 05/12/2014		County IREDELL		Time 07:46		
City/Town/Village MOORESVILLE		Municipality PVA I-77 SBOUND RESTAREA		Local Use/Patrol Area 140512014FA/03		
Highway Number, or Highway, Street, (if name or service road, indicate as foot) I-77		Ramp or Service Road <input type="checkbox"/>		Mileage 00.10		
Use Highway Number, Street Name or Adjacent County or State Line <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W		Interchange <input type="checkbox"/>		Latitude <input type="checkbox"/>		
Use Highway Number, Street Name or Adjacent County or State Line <input type="checkbox"/> N <input type="checkbox"/> S <input type="checkbox"/> E <input type="checkbox"/> W		Longitude <input type="checkbox"/>		Altitude <input type="checkbox"/>		
UNIT #1 <input type="checkbox"/> VEHICLE <input type="checkbox"/> PEDESTRIAN <input type="checkbox"/> HIT & RUN <input checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> OTHER						
Driver THOMAS EUGENE PARROTT Address 520 ASHBRY RUN City WINSTON SALEM State NC Zip 271069557 Same Address on Driver's License? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Driver's Phone Numbers H: 336 W: 671-8422 D.L. # 3366597 Class C State NC DOB 05/18/1952 Sex M Vision Obstruction 13 Physical Condition 10 Restrictions 1 34 Alcohol/Drugs Suspected 7 36 Alcohol/Drugs Test 0 38 Results (If known) 0 40 Vehicle Seizure (DMV) <input type="checkbox"/>						
Owner NDJ TRUCKING INC Address 9459 KETCH RD City PLAIN CITY State OH Zip 43064 Plate # PVY3182 State OH Year 2014 VIN 4V4NC9TH15N386168 Vehicle Make VOLVO Vehicle Year 2005 41 Vehicle Style (Type) 12 42 Vehicle Drivability <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No 43 Tax BD-3,UND-3 44 Estimated Damage \$5000 Insurance Company SAGAMORE INS COMP Policy # ST161635						
Carrier Identification Numbers, GVWR, Axles US DOT# 2379402 ICC# 131520 Axles on Vehicle 5 Including Trailers State OH Status FD-7 Gross Vehicle Weight Rating 120351 Size 453564528 Floor 1						
Names and Addresses for All Persons (Use First 2 Dns, Ped., etc. - See Above); Jan check boxes if address same as Driver						
A	1	1	1	1	1	Value 1 Towed Tally SKEETS TOWING/SKEETS TOWING
B	2	1	1	1	1	Value 2 Towed Tally SKEETS TOWING/SKEETS TOWING
C	1	2	10	09/05/1986	W M 0 0 0 2 1 5	BOBIR YUNUSOVICH YAROV 6990 MARSNE DR., APT 2A, BALTIMORE, MD 21215
D						
E						
F						
G						
H						
45 Name of EMS C-IREDELL COUNTY NOT TRANSPORTED.						
46 Name of EMS B-IREDELL COUNTY 47 Incident Type FRYE HOSPITAL						

OF INITIAL TACT			VEHICLE INFO.		ROADWAY INFO.		WORK ZONE RELATED	
Unit 1 34 35 36			Unit 1	Unit 2	Unit 1	Unit 2	Unit 1 Unit 2	
Unit 2 1 2 3			Unit 1	Unit 2	Unit 1	Unit 2	Unit 1 Unit 2	
SEQUENCE	(Unit Level)	Unit 1 Unit 2	60. Authorized Speed Limit	15 15	66. Road Feature	4	76. Workzone Area	5
Maneuver/Action	2 4		61. Estimate of Original Traveling Speed	0 80	70. Road Character	1	78. Work Activity	
Initial Action			62. Estimate of Speed at Impact	0 80	71. Road Classification	6	80. Work Area Method	
Impact Location Prior to Impact			63. Tire Impressions Before Impact (ft.)	0 0	72. Road Surface Type	3	81. Crash Location	
Sequence - First Event for This Unit	20 20		64. Distance Traveled After Impact (ft.)	5 17	73. Road Configuration	1	TRAILER INFO.	
Sequence - Second Event			65. Emergency Vehicle Use		74. Access Control	2	62. Trailer Type	Unit 1 Unit 2
Sequence - Third Event			66. Post Crash Fire (if "Yes" check block)	<input type="checkbox"/> <input type="checkbox"/>	75. Number of Lanes	1	1st Trailer No. Axles	1
Sequence - Fourth Event			67. School Bus - Contact Vehicle	<input type="checkbox"/> <input type="checkbox"/>	76. Traffic Control Type	0	Width (inches)	102
Harmful Event for This Unit	20 20		68. School Bus - Noncontact Vehicle	<input type="checkbox"/> <input type="checkbox"/>	77. Traffic Control Oper		Length (feet)	53
Direction to Object Struck	0 0		COMMERCIAL VEHICLE: Hazardous Materials Involvement Unit			2nd Trailer No. Axles		
Is Underbody Overhead	2 1		Hazardous Materials Involvement Unit			Width (inches)		
Defects	0 0		Hazardous Materials Involvement Unit			Length (feet)		
			Hazardous Materials Involvement Unit			63. Unit		
			Hazardous Materials Involvement Unit			Overseas Permit #		



Unit 1 was ☐ Traveling ☒ Parked Facing N S E W on PVA I-77 SBOUND RESTAREA Unit 2 was ☐ Traveling ☒ Parked Facing N S E W on PVA I-77 SBOUND RESTAREA

NARRATIVE (Include pertinent and critical aspects which are not listed elsewhere on the form) UNIT #1 WAS PARKED FACING SOUTH IN THE I-77 SOUTHBOUND RESTAREA. UNIT #2 WAS TRAVELING SOUTH ON I-77 AND ENTERED THE I-77 SOUTHBOUND RESTAREA. UNIT #2 STRUCK UNIT #1 IN THE REAR AND CAME TO REST. *****THE TRUCK CONNECTED TO THE TRAILER WAS NOT DAMAGED OR TOWED FROM THE SCENE. THE TRAILER WAS TOWED DUE TO DAMAGE*****

Owner Name	Owner Address	Owner Phone	State	Property?	Truncated
Michael Cummings	170 DJ DR. STATESVILLE, NC 28625	Phone No. 336 202-4641			
Hans Debot	112 DEER COVE, TROUTMAN, NC 28168	Phone No. 704 902-4443			
Officer Name	Officer Number	Department	Date of Report		
Trp. S L WILLIAMSON	1708	NC STATE HIGHWAY PATROL	05/12/2014		

Recommendations

- If feasible redesign the parking to allow for diagonal pull throughs for CMV. Also increase the number of spaces available.
- If feasible have speed bumps or rumble strips installed on the entrance ramps of the rest area. This could be the last defense to prevent an accident with the sleepy or impaired driver
- If feasible redesign the entrance ramps so that the driver has to negotiate a turn. That would prevent a collision from occurring in the parking area. There might still be accident but with only 1 vehicle involved.

Recommendations

- Make sure the rest areas are well lit and free from dense shrubbery around the building.
- If feasible that there is a working phone or cell service and even Wi-Fi available in case of emergencies.
- If feasible an armed officer or private security guard is the best deterrent for crime. To be effective the presence would need to be 24/7.